

Southern Marin
Community Advisory Committee Recommendations
Draft Transportation Sales Tax Expenditure Plan

School Access Element

General Comments and Recommendations:

- School congestion is a big issue in southern Marin; however, needs may differ from community to community.
- There are over 70 public schools in Marin County. Sales tax funds may not go very far when divided over all of the schools, including private schools.
- School bus service might be better located in the Local Transit Element, which could include shuttle and school bus opportunities.
- The only reason some people on the committee did not fully fund this category is that they believe that all transit projects and programs should be consolidated under one transit category, emphasizing a cohesive transit system.
- Schools and transit operators need to coordinate more closely to make school transit service work more efficiently.
- The School Pool ridesharing program should be funded as part of the Safe Routes to School (SR2S) program.

Recommendations for Criteria Evaluating Projects and Programs:

- Eligible projects should be evaluated against criteria, such as:
 - Project's ability to manage or reduce congestion
 - Project's ability to enhance safety
 - Benefit to multiple user groups (e.g., seniors and children)
 - Ability to leverage outside funds

Recommendations for Illustrative Examples of Projects of Local Significance:

- Examples of local priorities include:
 - Crossing guards along Tiburon Boulevard
 - Safety enhancements near schools (e.g., flashing crosswalk bumps, neon green signs, crossing guards)
 - Bike path linkages (e.g., Blackfield Drive to Strawberry Point School)
 - Sidewalks near schools (e.g., St. Hilary School and Reed School off Tiburon Boulevard)
 - Expanded school bus options, such as small school shuttles and supplemental Golden Gate Transit service, where possible (could go to Local Transit element)
- Highest priority should be given to:
 - Crossing guards at arterials, which will remain a barrier even after safety enhancements are implemented
 - SR2S capital improvements near schools

Recommended Funding Allocation: The committee did not reach consensus on this. However, the sense of the committee was that this is an important issue in Southern Marin, which deserves maximum funding. The variation of funding levels in this category reflects a difference of opinion regarding whether all transit service, including school related services should be included in the Local Transit element, or whether it makes sense to separate that service out under the School Access element. Therefore, while the range of recommended allocations varied from 13% to 25% with an average of 19.3% and a median of 20%, the sense of the committee is that the projects that were included in this element should be fully funded.

Local Streets and Roads Element

General Comments and Recommendations:

- Voters may be concerned about paying for what appears to be deferred maintenance.
- The Joint Committee should consider changing the name of this category (e.g., “Municipal Service Element” or “Local Infrastructure Projects Element”) so that it does not sound like a “pothole tax” measure.

Recommendations for Criteria Evaluating Projects and Programs:

- Eligible projects should be evaluated against the following criteria:
 - Roads with high volumes of traffic should be a priority.
 - Roads that serve community activity centers such as schools, senior centers, commercial areas, and hospitals, should be a priority.
 - Roads with high multi-modal use or multi-modal potential should be a priority.
 - Projects that address local bicycle and pedestrian plan needs should be a priority.
 - Projects that manage or reduce congestion should be a priority.

Recommendations for Illustrative Examples of Projects of Local Significance:

- Tiburon Boulevard should be removed from the long list of Roadways of Countywide Significance because it is a State Highway.
- The entire length of Paradise Drive should remain on the short list of Roadways of Countywide Significance.
- Other local priorities include pedestrian and bicycle improvements on, and maintenance of, Almonte Boulevard and Marin Avenue.

Recommended Funding Allocation: The committee did not reach consensus on this. Some committee members felt that the allocation for this category should be significantly reduced, and that all of the funds should go to the roads on the list of Roadways of Countywide Significance, especially those roads that cross jurisdictional boundaries. In turn, some Local Return funds could be allocated for the maintenance of local community roads, if additional funding for those roads was needed. Recommended allocations ranged from 15% to 35% with an average of 20% and a median of 15%. Those at the lower end of the range would put the full

amount in roads of countywide significance, and allow individual jurisdictions to allocate Local Return funds to their own local roads. Those at the higher end preferred to consolidate road maintenance projects into a single category.

Local Transit Element

General Comments and Recommendations:

- There will be a need to convince voters that we are getting the best possible local service agreement from Golden Gate Transit.
- There is some sentiment that we should be spending this money on things other than traditional GGT service and a sense that the community is going to be very unhappy with GGT after service cuts are implemented.
- A number of members expressed the desire to increase the allocation to local transit to cover the cost of local shuttles and school service in this category, rather than putting that in other categories.
- As a cost-effective matter, local shuttles could be used for dual purposes at different times of the day (e.g., school children during school arrival and departure periods and others throughout the day).
- Transit services need to be coordinated countywide from a single place (i.e., MCTD), rather than having individual cities be in charge of their own needs, which will not result in an integrated, cohesive system.

Recommendations for Criteria Evaluating Projects and Programs:

- Programs and projects should be designed to manage congestion and increase mobility for the community.
- Priority should be given to services that connect and coordinate with schools, ferries, major transit corridors, and local shuttles.
- Services that add local connections to the GGT services on the Highway 101 corridor should be a priority.

Recommendations for Illustrative Examples of Projects of Local Significance:

- Examples of priorities include:
 - Small, local shuttles that cross the Highway 101 corridor and connect communities, particularly Tiburon and Strawberry to Mill Valley
 - Connections to Tiburon and Sausalito ferry services
 - Coordination and connection of the Sausalito “Sally” and Mill Valley “Millie” local shuttle services
 - Smaller shuttles that can travel on narrower, hilly roads in the community and connect people to all GGT services, especially services on the Highway 101 corridor
 - Wheelchair accessible taxis that can substitute for bus service in low-demand times and areas
 - School bus services
 - A new transit hub in southern Marin with multi-modal access that allows easy and quick transfers and connections, especially to the GGT services on the Highway 101 corridor

Recommended Funding Allocation: The committee did not reach consensus on this. However, the sense of the committee was that transit deserves significant funding and that all transit needs should be coordinated in a seamless way as a cohesive system. Recommended allocations ranged from 40% to 55% with an average of 45.6% and a median of 45%. Those that selected the higher allocation would combine school transit and local shuttle needs with the other Local Transit projects and programs. Those at the lower end were considering only the projects and programs presented within the element.

Local Return Element

General Comments and Recommendations:

- The Joint Committee should consider renaming this category, such as the “Local Congestion Management Element,” as it was not self-evident what Local Return means.
- Local Return projects should be determined through an accountable, public process with local oversight; however, project type categories should be flexible enough to reflect changing priorities over the life of the sales tax measure. There is a tradeoff issue of providing much-needed accountability, specificity, and clarity to the voters versus the need for flexibility.

Recommendations for Criteria Evaluating Projects and Programs:

- Eligible projects should be evaluated against criteria, such as:
 - Enhancing local mobility
 - Improving safety
 - Ability to leverage outside funds

Recommendations for Illustrative Examples of Projects of Local Significance:

- Examples of priorities include:
 - Installing benches and enhancing local bus stops in Sausalito
 - Safety enhancements for pedestrians in Mill Valley and Tiburon, including signage, crosswalk markings, etc.
 - Accelerating ADA accessibility improvements in all areas
 - Providing the supplemental funding to do shoulder improvements and sidewalks when roadway projects are implemented in all areas

Recommended Funding Allocation: The committee did not reach consensus on this. Recommended allocations ranged from 15% to 20% with an average of 15.9% and a median of 15%. Those at the higher end of the range assumed that local shuttles and/or local community road projects would potentially come from this category. Those at the lower end of the range assumed that those types of projects would be included in other categories.

Additional Comments and Recommendations for Other Aspects of the Draft Plan:

- The committee felt that the “four slice” Expenditure Plan structure was confusing and too confining. They suggest rethinking the pie, perhaps with only two or three slices, including renaming the slices for more clarity and simplicity. Among the ideas the committee generated was a “three-slice pie” with slices for “transit,” “local congestion relief,” and “school access,” or a “two-slice pie” with slices for “countywide priorities” and “local community priorities.”
- The committee emphasized the need for more generalized public outreach. Although the committee did some of their own outreach within their constituencies, they recognize that there is a need for more input into a final plan.
- There needs to be more clarity about how priorities will be established for each of the elements, making clear where there is opportunity for local control and at what level. There also needs to be more clarity about public input into priority setting.